

# **CONSULTATION SUMMARY REPORT**

Development Brief  
Firswood Road,  
Lathom / Skelmersdale

Feb-Mar 2014

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## **1. Introduction**

Development briefs give guidance on development on specific sites and state which policies of the Local Plan apply to a site. They inform developers and other interested parties of the constraints and opportunities of a site and the type of development that the site should accommodate.

Development briefs are normally prepared in consultation with the public and, where appropriate, the developer. In accordance with this, the Council prepared a draft Development Brief for the Firwood Road site and consulted on this Brief between 6 February and 21 March 2014.

This Consultation Summary Report outlines how the Council consulted, the general issues raised through representations and the Council's response to those issues. It also sets out how the Development Brief has been changed as a direct result of the comments received, to illustrate how consultation informs decision making.

It should be acknowledged that the Council do give careful consideration to all comments received, although may not always agree with the points or requests made. Therefore changes cannot be made in all cases. The Council are required to make balanced decisions, taking into account the views from all parties, and relevant planning policy.

## **2. Consultation and publicity methods**

In consulting, the Council adhered to, and exceeded, the requirements of its adopted Statement of Community Involvement. Those methods used are set out below.

The Council publicised consultation on the Development Brief through the following methods:

- Letter sent to residents of the neighbouring area of the Firwood Road site
- Email / letters to all consultees on the consultation database, including statutory consultees
- Press release
- Council website and social media (Facebook)

Throughout the consultation, planning officers were available to answer questions:

- At one drop-in session at Skelmersdale Cricket Club (held midweek 2-9pm)
- By email
- By phone
- In person at Council offices

Consultation materials were available to read at:

- Council website
- Libraries
- Post Offices
- Council offices

Comments were invited through:

- An online form available from the Council website (powered by surveymonkey)
- By returning forms through email or post

### **3. Summary of comments received**

51 comments were received in relation to Firswood Road. A report containing those comments, in full, can be found on the Council website at [www.westlancs.gov.uk/planningpolicy](http://www.westlancs.gov.uk/planningpolicy) . This document provides a summary of those comments received, but does not purport to review every comment in detail. The Council responses to each individual comment can be found in an accompanying document.

Comments generally focused on a series of key concerns, as set out below.

#### Traffic, Transport and Access

Objections were received in relation to the proposed use of Firswood Road as an access road to the site, albeit a secondary access. Many respondents considered that the lane is unsuitable for extra traffic and that this would exacerbate health and safety issues. It was emphasised that Firswood Road is a minor road with narrow, or no, footpaths and the road would need to be significantly widened if it were to be included as part of the development. It was stressed that Firswood Lane has a humpback bridge, is used by speeding motorists as a rat run, and has a dangerous blind bend. It was stated that cars regularly park close to the junction of Blaguegate Lane and Firswood Road due to insufficient parking facilities elsewhere, and that visibility for road users on Firswood Road is poor. It was felt that Firswood Road is not suitable for any increase in traffic, or as an access road. It was also stated that a 7.5 ton weight limit is in place on Firswood Road.

Objections were also received to the proposed use of Old Engine Lane as the main access road into the site. It was stated that Old Engine Lane is a private road and public footpath, rather than a minor public road (as stated in the draft Development Brief), and that this should be corrected. Respondents stated that the road is in poor repair and is unsuitable for further traffic. The road serves a small number of properties at present. There is also insufficient space at the entrance for two lanes of traffic, and there is no scope for widening of the road at this location due to existing buildings and the duck pond. Furthermore, private land ownership would prevent the existing road from being widened or straightened.

Similarly, Slate Lane is privately owned, and the owners confirmed they would not agree to additional dwellings being accessed from this private road. It was considered that public footpaths would need to be improved, in and around the site.

Questions were raised as to how site occupants would be able to safely cross Neverstitch Road and there were concerns over the speed of traffic using Neverstitch Road. There were concerns over the increase in cars on local roads and cars accessing the site, with many quoting upwards of 800 cars.

It was suggested that primary access (singular or multiple) should be located to the south corner of Neverstitch Road, instead of the proposed accesses onto Old Engine Lane and Firswood Road.

Concerns were registered by Newburgh Parish Council about the impact that site traffic, along with traffic from Grove Farm and Yew Tree Farm development sites, would have on Newburgh village.

### Open Space and Linear Park

Concerns were registered that the creation of public open space / play areas and the linear park would lead to, or exacerbate, crime, litter and anti-social behaviour.

There were concerns about the proposed Linear Park, which includes walking and cycling provision along the former railway line. Some existing residents requested that adequate security provision be put in place to ensure no-one can enter properties.

There were suggestions that a green buffer should be provided to blend between old and new areas of development. Some respondents raised concerns over the possibility of alterations to the duck pond and adjacent woods.

### Drainage

There were concerns about increased risk of flooding and poor drainage on the development site, which would affect both new and existing properties. Questions were raised as to who would be responsible for responding to issues should problems occur. Flooding on the site was reported, with reports of waterlogged gardens and foul water flooding. Some stated that flooding issues are exacerbated as a result of an 18 inch layer of sand having previously been removed from much of the site for use in nearby glass-making industries.

It was pointed out that some of the more historic properties in the area have no footings or solid foundations and therefore are more susceptible to subsidence, particularly if flooding were to occur. It was also felt that it could also make them more susceptible to damage from vibrations from heavy plant machinery.

One request was received to remove a particular property out of the area identified as flood risk as there have not been any flooding events affecting the property in question.

Some expressed the opinion that SuDS do not count as biodiversity areas.

## Utilities

It was stated that many of the existing properties have separate septic tanks, water and electrical supplies which are distributed across the fields and lanes, some requiring easements onto private land. It was considered that this would have an impact on the ability to deliver development on this site. Some said there was no piped gas supply to properties which instead rely on gas or oil and so raised questions about how gas supply would be delivered to the site.

Respondents suggested that new utilities being delivered to the site could be extended to existing residents in the local area, thereby providing some low level of recompense to occupiers. However, not all residents were keen to be supplied with, for example, mains sewerage.

Some stated that private water supplies should be protected (Slate Lane) by increasing the proposed landscaping belt width to accommodate such supplies. Some respondents reported that there are cess pit outlets running across the field into the rear of the houses to the brook, in which case there were questions over what will happen to the outlets. Others requested that existing properties' rights to drainage over currently undeveloped land on the site be referred to in the Brief and protected.

It was highlighted that the Brief does not mention the power line which feeds the properties down Slate Lane using an overhead pole. Some also pointed out that there are occasional electric power cuts and that water pressure is low.

The existence of an underground ethylene pipeline close to the site was highlighted, along with mineral works (coal mining) including coal shafts and shallow mines.

## Heritage / Landscape / Layout

Many felt that the historic "powder hut" building towards the north of the site should be protected and given an appropriate setting within the new development. It was considered that some properties have links to the glassmaking and mining history of the area and therefore their setting and surroundings should be protected (in particular Sandwash Farm, Old Engine Lane), which would add to the attractiveness of the development.

There were criticisms that the Development Brief does not specifically mention Slate Brook, nor provide any protection for Slate Farm buildings and their settings.

Concerns were raised that the land to the west of the Stanley Industrial Estate is not being considered as part of the Brief. It was stated that a commonality between the two sites should be recognised and there should be continuity between the current Development Brief and an older Supplementary Planning Guidance note relating to

the Stanley Industrial Estate and XL Business Park to the north of the Firwood Road site.

There were complaints that the land use plan had omitted certain existing properties on Firwood Road and Slate Lane, and it was asked that these be reinstated on the plan.

It was stated that although the Development Brief does highlight the mining heritage of the proposed development area, the site contains high risk development areas which are not shown on the images within the brief. It was advised that the location / layout of existing properties centred around the 'Old Engine' pit suggest that there are problems with the quality of the land in that area.

It was also suggested that the land use plan should be less prescriptive and instead take the form of a parameters plan, indicating general zones and accesses. It was stated that there is the potential for some land sterilisation due to worked coal seams and subsequently there is a need for greater flexibility in the design of the proposed layout.

### Wildlife

Several respondents took exception to the draft Development Brief's statement that the site was likely to have low species diversity. Lists of species seen on site, in particular bird species, were provided by several individuals. There were concerns over the likely impact of the site's development on current wildlife on the site, for example bats and barn owls, and the loss of their living and feeding habitats. It was reported that the barn owls have already been moved once and development will result in the loss of at least 75% of their hunting area. Other species listed as likely to be affected included bats, tawny owls, little owls, sparrowhawks, woodpeckers, badgers, foxes and water voles.

It was felt that ecological surveys should be undertaken independently by the Council, rather than on behalf of the developer.

There were demands that trees should be left at the bottom of existing gardens to provide privacy, and that hedgerows should be retained to provide habitat.

It was felt that the pond and woodland at the east and north of Old Engine Lane should be protected and be given an appropriate setting within any new development.

It was stated that there is Japanese Knotweed present on part of the site and any development on site should be mindful in removing this.



## Housing / Design

Support was expressed for good, residential design which is reflective of existing, local housing and ensures that height does not exceed 3 storeys or include mews housing. Respondents supported a contrast of styles to avoid blandness. Some felt that Lathom is a historic area and should be protected from tall buildings. There was broad support for requiring all properties to be built to a higher Code (for Sustainable Homes) than that currently specified in the brief, and for a proportion to be entirely carbon neutral.

Conversely, housing developers expressed concerns that the Code for Sustainable Homes targets are too ambitious, as sales values for the site may not off-set the added cost of such a requirement.

There was support for retaining a strong landscape character and having green spaces and green homes. It was requested that density should reflect the existing area, by providing a low density near existing properties, with the higher density to the centre of the site which would minimise the impact on surrounding areas.

There were fears registered by existing residents of being overlooked and their privacy being affected. There were further concerns over crime and vandalism and safety.

Some stated their wish that phased development should occur on the site to minimise impact and disruption to residents and property prices.

It was expressed that a children's play area should not be sited near to older people's accommodation. Others considered that children's play areas should be located in the centre of the site, away from all existing properties.

There were concerns that the density of elderly accommodation should be considered, and provision should be based on need, not density.

It was pointed out that there is an inconsistency between the affordable housing targets quoted within the Brief – with 30% and 35% both quoted. It was also pointed out that the Brief is inconsistent in referring to "400", "in the order of 400" and "at least 400" dwellings.

It was suggested that an aggregate requirement for both elderly and affordable housing could potentially affect the viability of the site. It was questioned whether the site's location is suitable to meet the needs of the elderly or whether the provision would best be located off-site.

A request was made that the Brief refer to, and support, self-build development, with suggestions an area could be set aside specifically for this purpose, possibly as part of the affordable housing provision.

There were calls that a Places Matter! Design Review Panel should be held in public, with local representatives allowed to make comments.

### Retail / Services

Concern was expressed that retail outlets on site may have a detrimental impact on existing businesses at Sandy Lane, and could become a focal-point for anti-social behaviour.

It was pointed out that primary and secondary schools are not located exclusively in Skelmersdale, and the Brief should acknowledge other schools, including Ormskirk School. It was stated that Ormskirk Hospital and West Lancashire Health Centre should also be referenced.

### Other

Some respondents stated that no viability assessments have been undertaken to support the assumptions in the draft Development Brief that the site is deliverable, particularly in relation to the proportion of affordable dwellings that are proposed for the site.

Lathom South Parish Council supported the planning of the whole of the site to ensure the site is not developed in a piecemeal approach. They raised questions as to how the Council will control phasing on the site and suggested that the Brief should contain more detailed guidance and requirements.

There were concerns over noise from traffic and development.

There were concerns over the loss of house values and demands for compensation.

Support was expressed for ensuring the flexibility of the Brief, in order that it does not prevent parts of the site coming forward for residential development. Protecting the viability of the site in relation to sustainability and housing requirements was also emphasised as highly important in order to ensure the site can be delivered.

### Consultation

Concerns were registered by South Lathom Residents Association that the consultation event at Skelmersdale Cricket Club had been uninformative, that officers had been evasive in answering questions, and that just one public consultation event, held on a weekday, was inadequate.

#### **4. Council response**

This section is designed to provide a summary of the Council's response to the general comments received, to answer some of those questions raised and to clarify certain matters. Individual responses to each comment received can be found in an accompanying report.

##### Traffic, Transport and Access

The initial Development Brief proposed that the primary access should be taken off Neverstitch Road onto Old Engine Lane, with the possibility of secondary access(es) off Firswood Road, although it has been emphasised that this was an indicative suggestion. Comments made through this consultation are noted. In particular, the Council has agreed that the use of Old Engine Lane as a main access is inappropriate, and the revised Brief proposes that access to the site from Neverstitch Road be taken from a point somewhere between Old Engine Lane and Ormskirk Road, and that Old Engine Lane continue to serve only the properties it currently serves.

The Borough Council has received advice from Lancashire County Council (LCC), the local highways authority, that any access onto the site from Firswood Road should not result in more than 60 additional vehicle movements at peak times. The wording of the Brief has been amended to reflect this. The Borough Council will work with LCC and landowners to identify the most suitable locations for access. The revised Brief refers to the possibility of access onto Blaguegate Lane, although it is recognised at present that this is unlikely to be deliverable, owing to the need to, and cost of, purchasing land outside the development site boundary to facilitate access onto Blaguegate Lane.

As part of any planning application, developers / landowners will be required to engage with LCC and submit a Transport / Traffic Statement to support their application. Such a statement will be assessed as part of any planning application.

Traffic calming measures will be dealt with by LCC once a Traffic Assessment is submitted as part of the planning application process. Modern residential design can create natural traffic calming measures which are more visually appealing than road humps and speed tables.

Parking will be set out in accordance with policies in the West Lancashire Local Plan, national design guidance, and any other relevant document.

### Linear Park / Open Space

The location of the linear park is not set to that identified on the land use plan and its actual route will likely be determined through any planning application. The linear park provides multi-functional greenspace and is required to connect Skelmersdale with Ormskirk.

There is no evidence to suggest that crime or anti-social behaviour will increase as a result of a linear park being created.

### Drainage

On site SuDS will be required to manage surface water drainage to attenuate to a greenfield run off rate. Lancashire County Council, as the Lead Local Flood Authority (LLFA), will need to adopt all SuDS and so responsibility for any problems will lie with the LLFA.

The applicant will be required to address all drainage matters, including drainage rights, through a drainage report, and submit this as part of any planning application. This will be independently checked and assessed by Lancashire County Council.

In relation to the safety of the duck pond, or any open SuDS, this can be remediated through fencing and buoyancy aids strategically located in the area. The Council's Leisure Services Department will be able to advise developers on what health and safety measures are required.

### Utilities

The developer will be required to undertake full site investigations as part of any planning application.

Utilities will not be affected on the site and any current problems should be brought to the attention of service providers.

### Housing / Design

Details in relation to the height and design of buildings will be only be available at the planning application stage. However, in order to protect residential amenity and to respect the character of the surrounding area, development will not be promoted to exceed 2.5 storeys in height. All design aspects will be required to meet the criteria in policy GN3 of the Local Plan and the Design Guide SPD.

Council policy specifies that there should be 20% elderly provision and 30% affordable provision. These targets have been established and informed from viability evidence gathered through the preparation of the Local Plan. The Brief (and Local Plan) allows for overlap between these two requirements and states that the viability of specific schemes will be taken into account when assessing developer contributions. Based on information more recently provided by the Council's Housing Strategy and Development Programme Manager, the finalised Development Brief sets out what numbers (or percentages) of affordable, elderly and affordable elderly units would be expected on the site.

Sustainable homes will be required to be delivered on the site in line with policies set out in the Local plan. In terms of the Code for Sustainable Homes, the requirement to meet Code Levels has recently been rescinded by central government. However, it ties in closely with Part L of the Building Regulations, and the updated Development Brief consequently refers to 'Part L' rather than to the Code for Sustainable Homes.

#### Heritage / Landscape / Land use

As stated within the Brief, the land use plan is not a definitive layout but sets out how the *principles* of development could possibly be delivered. It is possible that the layout of the site could change once detailed site investigations (e.g. a ground condition survey) have been undertaken.

Any planning application for the Firwood Road site will be required to provide a Heritage Statement and engage with the HER date record and the County Archaeologist with regards to the Powder Hut and other surrounding heritage assets.

The Council seeks to retain Slate Brook; the Development Brief has been amended to clarify this. Slate Farm is not a listed building and therefore holds no statutory protection. Any concerns relating to the heritage value of buildings will be dealt with through the planning application process, as required by the NPPF.

The Development Brief was sent to the Council's Conservation and Design Officer for consideration before publication.

The red crosses indicating the location of mine shaft entries were removed from the constraints plan in the draft Development Brief, as the data was considered old and possibly inaccurate. Land owners will be required to undertake thorough site investigations as part of their planning application(s).

The site is located over a kilometre from the designated Area of Landscape History of Regional Importance, north of Vale Lane / Spa Lane. Industrial buildings also separate the site from a significant part of this designated area.

The recent clearance of vegetation in the field to the rear of Spa Lane is not linked to this Development Brief.

### Wildlife

The Council acknowledges and is grateful for the responses made by various stakeholders regarding various different species observed on the site. As such, it is agreed that the reference to the site being expected to have 'low species diversity' should be removed from the Brief. The wording of the Brief reflects the Habitats Regulations Assessment carried out by professional consultants on the Council's behalf during the Local Plan preparation process.

As part of any planning application, the applicant will be required to submit a supporting ecological survey identifying species on site and any mitigation measures that may be required. The Council is aware of natural habitat being lost in previous areas of development and mitigation is a high priority. The ecological survey will need to show the impact of the development on the natural habitat and outline mitigation measures required. Protection of wildlife will be considered through the creation of green links and the wildlife corridor.

On submission of a planning application the developers/landowners will also be required to supply a full tree survey assessing the impacts upon arboriculture and a full landscaping scheme.

The Council agree that the land use plan should be amended to show a green landscape buffer to the west.

### Retail / Services

It is not in the Council's interest for the development of the Firwood Road site to cause any significant harm upon the Sandy Lane local centre. The Council have allowed for the possibility of a small element of retail on the site in the Development Brief to support the new residential development. It is not a requirement that this retail be delivered, but is an option that is available if located in a sustainable location.

### Other

The reasons for the allocation of the site for housing have been set out through the preparation of the West Lancashire Local Plan, and the site's proposed allocation has been part of several consultation exercises, as well as the Local Plan's

Examination. It is not the responsibility of the Development Brief to set out the justification for the site's selection, as this debate has been concluded.

As a rule of thumb, Masterplans are prepared for Strategic Development Sites and development briefs prepared for some site allocations. As Firwood Road is not a Strategic Development Site, a development brief, rather than a Masterplan, is considered most appropriate.

The Development Brief does not refer directly to the older Brief for the XL Business Park, which is now largely developed out. However, attention has been paid to the provisions of the older Brief, and to the resulting employment development adjacent to the Firwood Road site.

It is not the Council's intention at this time to compulsorily purchase any land on, or adjacent to, the Firwood Road site in order to facilitate development.

The Brief allows for the possibility of phasing on the site, having had regard to the accessibility and ease of deliverability of different parcels of land on the site, and through dialogue with the consortium of land owners.

It is not the intention of the Development Brief to repeat guidance and policies stated in other policy guidance, including the Local Plan and the NPPF.

Due to the costs involved in undertaking supporting surveys, this is not something which the Council is able to carry out. Surveys and thorough investigations will be required from landowners, and these will then be independently checked and assessed by the Borough and County Council.

The Council will also amend ownership details to take account of owners' preferences to sell.

### Consultation

Consultation on the draft Brief was undertaken in line with the Council's adopted Statement of Community Involvement (SCI) and went beyond the requirements of the Planning Regulations. At the consultation event, officers consider they responded in a professional manner to all questions. However, areas such as highways and drainage are dealt with by the County Council and therefore Borough Council officers did not have full knowledge on these issues, and thus referred consultees to the County Council. In addition, many details cannot be known until the planning application stage; the Brief merely sets out the principles for development, not the detail.

A drop-in session is an opportunity for people to come in and ask questions to officers. Events are often heavily attended and busy and it is not functional to note all questions and comments, although officers did make some notes during the

event. Officers have a de-brief session after each drop in session to discuss the main issues and concerns highlighted in the event. Formal representations are required, containing names and full postal addresses, in accordance with the SCI to ensure the Council have a full audit of comments received. This is standard practice for all consultation exercises undertaken by most Councils.

Although it is not a requirement of developers to undertake pre-application consultation, many major house builders do now follow this practice. Any decision on whether the application is acceptable will be made via the formal planning application process under which neighbours and interested parties will have 21 days to make representations.



## 5. Changes to the Development Brief

The list below outlines the main changes that have been made to the updated Development Brief as a result of representations made during the consultation. This list is not exhaustive:

- The Brief has been amended in relation to site access. Primary access to the site will be taken from a point south of the junction between Neverstitch Road and Old Engine Lane, rather than via Old Engine Lane.
- Old Engine Lane will be maintained solely for its existing properties.
- Wording has been amended to reflect that Old Engine Lane is a private road.
- A secondary access may still be appropriate, although would need to be limited to a small portion of the site.
- The additional number of vehicle movements on Firwood Road as a result of any access to the site should not exceed 60 per hour at peak times.
- Wording has been amended to clarify the number of dwellings on site.
- Clarification has been provided on elderly / affordable homes and the split between these types of dwelling.
- The inconsistency relating to the percentage of affordable housing required has been corrected, the actual figure being 30%.
- Wording of the ecology section of the site has been amended to reflect representations made regarding various species observed on the site.
- Reports of surface water flooding issues from existing residents are now noted in the technical constraints.
- Concerns over drainage rights for existing residents' septic tanks are now noted in the technical constraints.
- Wording has been amended to clarify the site is located within a coal mining development area and mineral safeguarding area.
- The Land Use Plan has been amended to identify all private properties / dwellings on the map.

## **6. Next steps**

The consultation responses have highlighted that people have a number of concerns in relation to specific issues including transport, traffic, drainage, design, housing provision, linear park and open space and heritage and wildlife. The Council acknowledges that these are valid concerns, and hopes that several of these can be addressed through the amendments to the Development Brief, and also through the planning application process, by ensuring that appropriate assessments / studies are undertaken and that the resulting development proposals respond accordingly to address and mitigate identified issues.

Based on the comments received through the consultation process, the Development Brief has been refined and a final version published. The final Firswood Road Development Brief will be used to inform and guide the preparation of planning applications for the site.

Appendix 1 to this document provides a summary of the consultation responses received and the Council's response to points made. The full text of consultation responses can be found on the Council's website at

[www.westlincs.gov.uk/planningpolicy](http://www.westlincs.gov.uk/planningpolicy)

## **Appendix 1**

**Consultation responses on Firswood Road Development Brief:  
Summaries of representations and comments made**

## Firswood Road consultation - Comments received and Council response

Unknown

Organisation

### Council summary

Due to corrupt data within the database, these incomplete comments cannot be attributed to a person/group. If anyone recognises them as theirs, please inform WLBC - localplan@westlancs.gov.uk

Attachments included?

Council response

Mr Peter Ashcroft

Organisation

### Council summary

1. It will not be possible to require a particular phasing programme.
2. Flexibility is welcomed.
3. Should consult with the County Council on heritage, ecology and minerals safeguarding.
4. The precise locations of former mineworkings have been omitted.
5. An active frontage is encouraged on Firswood Road.
6. Will the Development Brief be subject to a design review?
7. Development requirements should not render the site undeliverable.
8. Too much information is sought from developers at planning application stage.

Attachments included?

Council response

1. The Council will indicate phasing on the site with regards to accessible land and through negotiation with the consortium of land owners.
2. Noted.
3. The Borough Council has liaised and continues to liaise with the County Council on this Development Brief.
4. The red crosses indicating the location of mine shaft entries were removed from the constraints plan as the data was considerably old and possibly inaccurate. Land owners will be required to undertake thorough site investigations as part of their planning application.
5. Noted.
6. The draft development brief does not contain significant detail that would benefit from attending a design review panel, it nearly sets out the principles for development of the site. The development brief was sent to the Council's Conservation and Design Officer for consideration before publication.
7. The list of planning obligations set out within the development brief is not exhaustive; they nearly indicate the requirements as set out within policies of the Local Plan and those on the IDS. It is agreed that these should not make the site undeliverable, hence the built-in flexibility and allowance for consideration of viability in Local Plan policies.
8. The "validation documents" listed are all considered necessary for a site of this size and significance.

Mr Ellis Banks

Organisation

Council summary

Field at Spa Lane has been cleared.  
Concerns raised regarding traffic, especially on Firswood Road.

Attachments included?

Council response

The clearing of the field to the rear of Spa Lane is not associated with the Firswood Road Development Brief.

With regards to the traffic on Firswood Road, a transport/traffic assessment undertaken by landowners /developers will be required to inform a planning application. The highways authority has advised that Firswood Road can accommodate a modest increase in traffic. Levels of traffic on Firswood Road resulting from the site's development will be limited so as to not allow an unacceptable increase for local residents and other users of Firswood Road.

Mrs Joan Berry

Organisation

Council summary

Concerns raised about the possible use of Old Engine Lane as an access point. Trees at the bottom of gardens should be left to provide privacy.

Attachments included?

Council response

The revised development brief proposes the primary access to be taken off Neverstitch Road somewhere between Old Engine Lane and Ormskirk Road, rather than at Old Engine Lane itself. A transport/traffic assessment undertaken by landowners /developers will be required to inform a planning application. With regard to trees, as part of a planning application the developers/landowners will be required to supply a full tree survey assessing the impacts upon arboriculture and a full landscaping scheme. It often makes sense to retain mature trees, especially those that perform an important amenity function.

Mr and Mrs Blank Bibby

Organisation

Council summary

The site does not have "low species diversity" as stated. It is dubious whether development can take place without detriment to existing wildlife, for example barn owls.

Existing properties have non-mains or separate utility provision; this may hinder the overall site's development. Access should not be taken from Firwood Road.

Variation in design, density, and house types across the site, and energy-efficient homes are encouraged; Code Level 3 is an insufficient requirement The site slopes more thn a5 metres.

Retail facilities must not have a negative impact on Sandy Lane shops.

Attachments included?

Council response

As part of the planning application process the applicant will be required to provide a supporting ecological survey highlighting the impact of the development on the natural habitat and outlining any mitigation measures required. The Council are aware of natural habitat being lost in previous areas of development and mitigation is a high priority.

With regards to drainage rights over the Firwood Road site the applicant will be required to address this issue as part of the planning application process through a drainage report.

The development brief proposes the primary access to be taken off Neverstitch Road and the possibility of secondary access off Firwood Road. With regards to the traffic on Firwood Road, a transport/traffic assessment undertaken by landowners /developers will be required to inform a planning application. Levels of traffic on Firwood Road as a result of the site's development will not be allowed to increase so significantly as to be unacceptable for local residents and other users of Firwood Road.

The Brief will endeavour to ensure that the development of the Firwood Road site would be in keeping with the character of the surrounding area, this could be from elements of single storey to 3 storey development in suitable areas. All design aspects will be required to meet the criteria in policy GN3 of the Local Plan and the Design SPD. It is not in the Council's interest to cause any significant harm to the Sandy Lane local centre. The Council have included a small element of retail on the site in the development brief to support the new residential development. It is not a requirement that this is delivered, but is an option that is available if located in a sustainable location.

Mr Gavin Black

Organisation

Council summary

Need more information before I can comment.

Attachments included?

Council response

-

Mr Andrew Bond

Organisation

Council summary

1. No viability assessment has been undertaken; the Brief's policy obligations will threaten viability.
2. The site's development will threaten barn owls currently nesting in Slate Barn.
3. The Council should undertake its own, unbiased, ecological survey.
- 4./5. A strip of land should be left as a landscaping belt at the north of the site to provide barn owl habitat and avoid the need to move the water supply to Slate Lane.
6. There should be no increase in traffic on Firswood Road as a result of the site's development.
7. Pavements on Firswood Road need improving to accommodate additional pedestrian use.
8. The Powder Hut should be protected and given an appropriate setting.
9. A suitable pedestrian crossing over Neverstitch Road is required.
10. The pond and woodland at Old Engine Lane need to be protected.

Attachments included?

Council response

1. The Council instructed Keppie Massie throughout the development of the Local Plan regarding viability, there was work undertaken that established 30% affordable and 20% elderly care provision would be acceptable on site, this could also be delivered through a combination of elderly and affordable housing provision.
2. It is agreed that mitigation measures will be required to minimise to an acceptable level the impact on barn owls.
3. Owing to financial constraints, the Council is not in a position to undertake their own ecological surveys. Surveys carried out on behalf of landowners / developers will be scrutinised by Council officers
- 4./5. Landscape buffers will be required on parts of the site, but these need to be balanced against a number of other factors. With regards to drainage rights over the Firswood Road site the applicant will be required to address this issue as part of the planning application process through a drainage report.
6. A transport/traffic assessment undertaken by landowners /developers will be required to inform a planning application. The highways authority has advised that Firswood Road can accommodate a modest increase in traffic. Levels of traffic on Firswood Road as a result of the site's development will be limited so as to not allow an unacceptable increase for local residents and other users of Firswood Road.
7. Noted
8. Any planning application for the Firswood Road site will be required to provide a Heritage Statement and engage with the HER date record and the County Archaeologist with regards to the powder hut and other surrounding heritage assets.
9. It is agreed that pedestrians and cyclists need to be able to cross Neverstitch Road safely.
10. Noted and agreed.

Mrs Susan Breeze

Organisation

Council summary

1. Firswood Road is unsuitable for an increase in traffic; access south of the railway bridge is dangerous. Both accesses to the site should be from Neverstitch Road.
2. Security measures requested if the Linear Park runs adjacent to their property.

Attachments included?

Council response

1. The highways authority has advised that Firswood Road can accommodate a modest increase in traffic. Levels of traffic on Firswood Road as a result of the site's development will be limited so as to not allow an unacceptable increase for local residents and other users of Firswood Road. The Council does not consider that having both accesses onto Neverstitch Road is a realistic option.
2. The creation of the linear park is not necessarily limited to the location identified on the land use plan. Whilst it is agreed that a Linear Park should not compromise neighbours' security, the Council cannot itself provide security systems for neighbouring residents.

Mrs Elizabeth-Anne Broad

Organisation

Council summary

Lathom South Parish Council is concerned at not being involved earlier in the preparation of the Brief, and would like more involvement in future.  
No motor vehicle access should be taken on Firswood Road, either temporary or permanent.  
How will the Council control phasing of the site?  
The Brief should show how to bring about a tasteful, complementary development.

Attachments included?

Council response

The Council has conducted consultation in line with its adopted SCI and welcomes these comments from LSPC. The highways authority has advised that Firswood Road can accommodate a modest increase in traffic. Levels of traffic on Firswood Road as a result of the site's development will be limited so as to not allow an unacceptable increase for local residents and other users of Firswood Road. A transport / Traffic Assessment undertaken by landowners / developers will be required to inform a planning application.  
The Brief will contain a section on phasing on the site. In theory, developers can build dwellings faster than anticipated in the Council's housing trajectory, provided they comply with conditions e.g. on infrastructure, open space, and mitigation measures. In reality, the greatest influence on development rates is likely to be the viability of development at a particular time, and the speed at which homes are sold (i.e. the strength of the local housing market).  
It is intended that the Development Brief will show how the site can be developed in a complementary way.



Mrs	Elizabeth-Anne	Broad
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Organisation	Lathom Parish Council
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#### Council summary

Lathom South Parish Council is concerned at not being involved earlier in the preparation of the Brief, and would like more involvement in future.

No motor vehicle access should be taken on Firswood Road, either temporary or permanent.

How will the Council control phasing of the site?

The Brief should show how to bring about a tasteful, complementary development.

Attachments included?

#### Council response

The Council has conducted consultation in line with its adopted SCI and welcomes these comments from LSPC. The highways authority has advised that Firswood Road can accommodate a modest increase in traffic. Levels of traffic on Firswood Road as a result of the site's development will be limited so as to not allow an unacceptable increase for local residents and other users of Firswood Road. A transport / Traffic Assessment undertaken by landowners /developers will be required to inform a planning application.

The Brief will contain a section on phasing on the site. In theory, developers can build dwellings faster than anticipated in the Council's housing trajectory, provided they comply with conditions e.g. on infrastructure, open space, and mitigation measures. In reality, the greatest influence on development rates is likely to be the viability of development at a particular time, and the speed at which homes are sold (i.e. the strength of the local housing market).

It is intended that the Development Brief will Council will show how the site can be developed in a complementary way.

Mr and Mrs	Robert	Burns
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Organisation	
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Council summary

Utilities and drainage arrangements on Slate Lane need to be taken into account. Concern expressed regarding the impact of the site's development on wildlife.

3 storey development and late-opening retail (that can lead to anti-social behaviour) should be avoided.

Access should not be taken from Firswood Road.

Support for landscape buffers, environmentally friendly dwellings, and comprehensive planned (rather than piecemeal) development.

Attachments included?

Council response

It is agreed that utility etc. arrangements for Slate Lane properties need to be taken into account.

With regards to drainage rights over the Firswood Road site the applicant will be required to address this issue as part of the planning application process through a drainage report.

It is agreed that impact on wildlife should be minimised. As part of the planning application process the applicant will be required to provide a supporting ecological survey highlighting the impact of the development on the natural habitat and outlining any mitigation measures required.

The Brief will endeavour to ensure that the development of the Firswood Road site would be in keeping with the character of the surrounding area; this could be from elements of single storey to 3 storey development in suitable areas. All design aspects will be required to meet the criteria in policy GN3 of the Local Plan and the Design SPD. The highways authority has advised that Firswood Road can accommodate a modest increase in traffic. Levels of traffic on Firswood Road as a result of the site's development will be limited so as to not allow an unacceptable increase for local residents and other users of Firswood Road.

Support for environmentally friendly homes, landscape buffers, and comprehensive planned development noted.

MR AND MRS

ROBERT

BURNS

Organisation

Council summary

Utilities and drainage arrangements on Slate Lane need to be taken into account. Concern expressed regarding the impact of the site's development on wildlife.

3 storey development and late-opening retail (that can lead to anti-social behaviour) should be avoided. Access should not be taken from Firwood Road. Support for landscape buffers, environmentally friendly dwellings, and comprehensive planned (rather than piecemeal) development.

Attachments included?

Council response

It is agreed that utility etc arrangements for Slate Lane properties need to be taken into account. With regards to drainage rights over the Firwood Road site the applicant will be required to address this issue as part of the planning application process through a drainage report.

It is agreed that impact on wildlife should be minimised. As part of the planning application process the applicant will be required to provide a supporting ecological survey highlighting the impact of the development on the natural habitat and outlining any mitigation measures required.

The Council endeavour to ensure that the development of the Firwood Road site would be in keeping with the character of the surrounding area, this could be from elements of single storey to 3 storey development in suitable areas. All design aspects will be required to meet the criteria in policy GN3 of the Local Plan and the Design SPD.

The highways authority have advised that Firwood Road can cope with a modest increase in traffic; the Brief reflects this.

Support for environmentally friendly homes, landscape buffers, and comprehensive planned development noted.

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Organisation

Council summary

No action.

Attachments included?

Council response

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Ms Clare Carruthers

Organisation

Council summary

Property is marked as being at risk of flooding, but does not, as the land levels are 18 or so inches higher than surrounding land.  
Concern regarding secondary access onto Firswood Road.

Attachments included?

Council response

The information regarding surface water flooding uses data from Lancashire County Council, the Lead Local Flood Authority; if this data is considered inaccurate, it is suggested that this be raised with LCC.  
The development brief proposes the primary access to be taken off Neverstitch Road and the possibility of a secondary access off Firswood Road. The highways authority has advised that Firswood Road can accommodate a modest increase in traffic. Levels of traffic on Firswood Road as a result of the site's development will be limited so as to not allow an unacceptable increase for local residents and other users of Firswood Road. A transport/traffic assessment undertaken by landowners /developers will be required to inform a planning application.

Mrs Lynne Clayton

Organisation

Council summary

Owners of part of the site have no intention of selling their property / land.  
Safeguards are needed to protect existing trees and hedges during development.

Attachments included?

Council response

Comments noted.  
Protection of existing trees and hedges during development can be achieved by means of appropriate (standard or otherwise) conditions when planning permission for the site's development is granted.

South Lathom Residents

Roger

Clayton

Organisation

Council summary

Comprehensive representation several pages long, covering all aspects of the Development Brief, as well as the consultation on it. (Full representation can be seen on Council website.)

Attachments included?

Council response

The Council is grateful for the detailed and comprehensive comments submitted. The points of information have been noted, and several amendments have been made to the Brief as a result. A number of issues are referred to below, providing a summary (note this is not exhaustive) of the Council's response to this representation: Council officers consider they responded in a professional manner to all questions they could answer at the drop-in session. Areas such as highways and drainage are dealt with by Lancashire County Council. The document is a 'brief' and not a planning application; this brief sets out the principles for development whereas an application will address the detail.

A drop in session is an opportunity for people to ask questions. Events are often heavily attended and it is not feasible to record all questions and comments. Officers have a de-brief session after each drop in session to discuss the main issues and concerns highlighted in the event. In order to submit comments, formal representations are required containing names and full postal addresses in accordance with the Council's Statement of Community Involvement. Resources did not permit the running of extra consultation events for the Firwood Road Development Brief. Yew Tree Farm is a Masterplan and holds ["higher"] Supplementary Planning Document status. This is reflected in the varying levels of consultation undertaken for the two documents. The Council has undertaken consultation in line with the adopted Statement of Community involvement which exceeds the requirements set out within the Planning Regulations.

Although it is not a requirement of developers to undertake pre application consultation many major house builders do now follow this practice. Any decision on whether the application is acceptable will be made through out the formal planning application process whereby interested parties are given 21 days to make representations.

The Council seeks to retain Slate Brook and this will be stated within the Development Brief. Slate Farm is not a listed building therefore holds no statutory protection. The heritage value of all buildings on the site will be taken into consideration through the planning application process as required to do so by the NPPF.

References to the number of dwellings will be amended to ensure consistency through the Brief.

The Development Brief has been prepared having regard to what has happened at neighbouring XL Business Park, but given this northern site already has planning permission and is largely complete, it is not referenced directly in the Firwood Road Brief.

Land use plan to show some green landscape buffer to the west – noted.

With regards to the application of the Brief – the phasing section will address which parcels of land will be brought forward first.

It is confirmed that the affordable housing contribution required is 30%, not 35% - inconsistency has been corrected.

With regard to the Linear Park, it is confirmed there a commitment to the Linear Park. The Development Brief does not set out the specific location for the Linear Park; the plan is used to illustrate to possibilities. A planning application will ultimately determine its location. The wording of the Brief has been amended to remove ambiguity with regard to the principle of the Linear Park / commitment to provide it through the site.

The ownership references will be amended to take account of the owner's preferences to sell / not sell. The Brief will still cover such land in order to provide appropriate guidance in case owners in future change, or change their mind regarding the development of their land.

It is agreed that careful attention needs to be paid to ecological considerations. A full ecology survey will be required as part of the planning application process, and developers must comply with the law in respect to, for example, protected species. Reference to "low species diversity" is to be removed from the Brief in the light of representations made about species observed on the site. Remaining text reflects the Habitats Regulations Assessment carried out for this site during the Local Plan preparation.

Parking standards will be set out in accordance with polices in the local plan/SPD and national design guidance.

Wider context – local facilities have been highlighted that are within walking distance of the site. Amendments have been made to this section as appropriate.

Historic environment – this will be addressed during the application process through a heritage statement as required by the NPPF. At present the buildings mentioned have no statutory listing, although it is accepted that this does not necessarily mean their loss is appropriate or acceptable.

A full tree survey of the site will be undertaken as part of the planning application process. It is agreed that the protection of certain trees on site has merit, both to nearby occupiers, for ecological and aesthetic reasons, and even from the developer's point of view.

Information in the Brief regarding the surrounding development sets the scene for any potential developer. Even though there are roads surrounding the site it is still described as residential to the east and south and industrial to the north.

Flooding issues will be dealt with through the SuDS. A full drainage and flood risk assessment will form part of the planning application. All SuDS will be required to be adopted by Lancashire County Council, who will be the Lead Local Flood Authority.

Traffic calming measures would be dealt with by LCC the Highways authority once a Traffic Assessment had been submitted as part of the planning application process. Modern residential design can create natural traffic calming measures which are more visually appealing than road humps and speed tables.

The references to the locations of the mineshafts were removed due to the data being 24 years old, and at risk of being inaccurate. An applicant would be required to undertake full site investigations as part of the planning application process.

The site is located at least 1km from the designated area of Landscape History of Regional Importance, and commercial buildings also separate the site from part of this designated area.

Mr Robert Coventry

Organisation

Council summary

Weekend consultation would have been helpful. Why does the scheme have no Masterplan?

Attachments included?

Council response

Consultation was undertaken in line with the Council's adopted Statement of Community Involvement and went beyond the requirements of the Planning Regulations. Resources did not permit the holding of a weekend event. The timing of the midweek event was extended to allow more people to attend. Firswood Road was taken forward as a development brief due to a number of factors including the size of the site and it being solely for one use; that of residential. Yew Tree Farm is a mixed used site with areas of land that is to be safeguarded for post 2027 development. As a rule of thumb, Masterplans accompany strategic sites, development briefs accompany larger residential land allocations.

Mr	Marco	De Pol
Organisation	De Pol Associates	

#### Council summary

Supportive of Brief, but its requirements need to be flexible.  
Commenting upon housing / transport / sustainability requirements and the land use plan.  
Affordable housing target is given at 35% and 30%. Either way, it needs to be flexible.  
Affordable and elderly housing requirements combined could threaten viability.  
Questionable whether this site is an appropriate location for elderly housing provision.  
If the elderly housing were to be bungalows, it may be difficult to achieve 400 units on site.  
Site accesses should not be specified in the Brief until site investigation works have been carried out.  
A pragmatic approach is needed for providing sustainability requirements.  
The Land Use Plan should be less prescriptive, maybe use a parameters plan to allow for flexibility and avoid undue constraints.  
Not all the existing properties appear to have been identified on the Plan.  
To conclude, the Brief may be over-ambitious. It needs to be flexible to ensure the site is deliverable.

Attachments included?

#### Council response

The brief allows for flexibility (as do the overarching Local Plan policies) with regards to the affordable and elderly housing provision if backed up by viability evidence from the developer. The development brief will seek to establish the principles of access, it is inevitable the main access will be located off Neverstitch Road with the possibility of secondary access(es) if supported by evidence.  
Sustainable homes will be required to be delivered on the site in line with policies set out in the Local Plan.  
Impact on viability can be taken into account.  
The land use plan is not a definitive layout of the site. As stated within the Brief it sets out how the principles within the brief could possibly be delivered. It is possible the layout of the site could change once site investigations have been undertaken.

mr

Paul

Dickie

Organisation

#### Council summary

Site development should not be piecemeal

1. There is no public vehicular access to the site
2. There are some pre-war dwellings
3. Four properties are missing from plan
4. Parts of the document are inconsistent with the vision
5. Clarification of "secondary access" is needed
6. Specify how to make a transition between the site and Green Belt
7. Brief requires more detail, e.g. on phasing
8. Should involve Parish Council and Residents Association in preparing Brief
9. There should be no access to the site from Firwood Road
10. Development at SW of site should be single storey dwellings
11. Need to take account of septic tanks
12. Existing power supply is intermittent
13. Should show a transitional zone on maps
14. Building work should commence on the Neverstitch Road side
15. Ethylene pipeline west of the site needs to be taken into consideration.

Attachments included?

#### Council response

1. Noted; Brief amended to reflect this
2. Noted
3. Noted; Brief amended to reflect this
4. Some rewording has taken place; the Council considers the document is sufficiently in line with its vision
5. Noted; Brief amended to reflect this
6. The principle of a buffer is agreed.
7. The Brief cannot provide detail on all points; some amendments made; overall it is considered that the level of detail is adequate.
8. LSPC and SLRA have participated in this consultation.
9. The highways authority has advised that Firwood Road can accommodate a modest increase in traffic. Levels of traffic on Firwood Road as a result of the site's development will be limited so as to not allow an unacceptable increase for local residents and other users of Firwood Road.
10. SW part of site should reflect the surroundings, but does not necessarily all have to be bungalows.
11. Noted
12. Noted
13. It is not agreed that such a zone needs to be shown on the map.
14. Noted, but not necessarily agreed. Depends on which part of the site is most deliverable at the outset.
15. Noted



Dr Carol Fenlon

Organisation

Council summary

Concern over proposed secondary access onto Firswood Road.

Attachments included?

Council response

The development brief proposes the primary access to be taken off Neverstitch Road and the possibility of secondary access(es) off Firswood Road. The highways authority has advised that Firswood Road can accommodate a modest increase in traffic. Levels of traffic on Firswood Road as a result of the site's development will be limited so as to not allow an unacceptable increase for local residents and other users of Firswood Road. A transport/traffic assessment will be required to inform a planning application.

Mr Alan Fleming

Organisation

Council summary

Rather than 400 new homes, a cemetery is needed.

Attachments included?

Council response

This site has been allocated for housing in the Local Plan, adopted by the Council in October 2013, and thus the principle of housing in this location is already established.

Mrs Lynn Fletcher

Organisation

Council summary

This site should not be developed when there is undeveloped land elsewhere e.g. at Cobbs Clough. The site's development will cause traffic problems. Brownfield development and refurbishment would be a better way to proceed.

Attachments included?

Council response

The land at Cobbs Clough is also allocated for housing. The principle of housing on the Firswood Road site is long established. Brownfield development and refurbishment is supported, but site allocations are needed in addition to meet housing targets. All development generates traffic. The highways authority have agreed that the development of this site is acceptable, although the increase in traffic on Firswood Road needs to be minimal.

Mrs Lynn Fletcher

Organisation

Council summary

Concern over access onto Firswood Road;  
Leave established trees on site as buffers between old and new development;  
Concern over the possibility of subsidence;  
Ecology needs to be thoroughly investigated;  
Concern over noise and vibration and extra traffic;  
Any 3 storey dwellings should not overlook existing properties

Attachments included?

Council response

The development brief proposes the primary access to be taken off Neverstitch Road and the possibility of secondary accesses off Firswood Road. The highways authority has advised that Firswood Road can accommodate a modest increase in traffic. Levels of traffic on Firswood Road as a result of the site's development will be limited so as to not allow an unacceptable increase for local residents and other users of Firswood Road. As part of the planning application process the applicant will be required to provide a supporting ecological survey highlighting the impact of the development on the natural habitat and outlining any mitigation measures required. With regards to drainage rights over the Firswood Road site the applicant will be required to address this issue as part of the planning application process through a drainage report. The Brief will endeavour to ensure that the development of the Firswood Road site would be in keeping with the character of the surrounding area, this could be from elements of single storey to 3 storey development in suitable areas. All design aspects will be required to meet the criteria in policy GN3 of the Local Plan and the Design SPD.

Mr Anthony Harford

Organisation

Council summary

Concern over possibility of access road and footpath adjacent to property.

Attachments included?

Council response

The highways authority has advised that Firswood Road can accommodate a modest increase in traffic. Levels of traffic on Firswood Road as a result of the site's development will be limited so as to not allow an unacceptable increase for local residents and other users of Firswood Road. Any new access to the site would need to conform to relevant highways safety standards and should not detrimentally impact upon existing accesses. The Brief will endeavour to ensure that the development of the Firswood Road site would be in keeping with the character of the surrounding area, this could be from elements of single storey to 3 storey development in suitable areas. All design aspects will be required to meet the criteria in policy GN3 of the Local Plan and the Design SPD. The creation of the linear park is not defined to the location identified on the land use plan, the linear park however is a multifunctional greenspace that is required to connect Skelmersdale with Burscough an element of this will be required to be delivered on the Firswood Road site. Attention will be paid to security and protecting the privacy of any neighbouring properties.

Mrs. Roma Harvey

Organisation

Council summary

Concern over, and opposition to, the site's development in general, and impact of development on the surrounding area. Other parts of Skelmersdale remain undeveloped.

Attachments included?

Council response

The principle of the site's development has already been established. Development sites are proposed elsewhere in Skelmersdale; ultimately sites need to be deliverable.

The development brief proposes the primary access to be taken off Neverstitch Road and the possibility of secondary accesses off Firswood Road. A Transport/Traffic Assessment undertaken by landowners /developers will be required to inform a planning application. The Council endeavour to ensure that the development of the Firswood Road site would be in keeping with the character of the surrounding area, this could be from elements of single storey to 3 storey development in suitable areas. All design aspects will be required to meet the criteria in policy GN3 of the Local Plan and the Design SPD.

Ms Iris Hayde

Organisation

Council summary

General concern over site's development; particular mention of impact of development on utilities of existing properties, some of which are currently subject to issues / problems.

Attachments included?

Council response

The land was allocated for housing in the Local Plan which was adopted by Council in October 2013. Thus the principle of housing in this location to deliver 400 dwellings is inevitable.

With regards to drainage rights over the Firswood Road site the applicant will be required to address this issue as part of the planning application process through a drainage report, there will also be sufficient SuDS located on the site to deal with surface water drainage, these will be adopted by the Lead Local Flood Authority. The developer is also required to undertake full site investigations as part of the planning application.

It is agreed that impact on utilities needs to be mentioned / taken into account in the Brief. It is intended that current utilities on the site will not be affected by the site's development and any current problems should be brought to the attention of your service provider.

Mr and Mrs Gary and Gillian Hayhurst

Organisation

Council summary

Concerns over:

- a) Firwood Road should not be subject to construction traffic, nor should be used for access to the site
- b) Impact on substandard utilities / inadequate utility provision
- c) Ecology – there are significant different species on site

Attachments included?

Council response

- a) The highways authority has advised that Firwood Road can accommodate a modest increase in traffic. Levels of traffic on Firwood Road as a result of the site's development will be limited so as to not allow an unacceptable increase for local residents and other users of Firwood Road. A transport/traffic assessment undertaken by landowners /developers will be required to inform a planning application.
- b) Noted. With regards to drainage rights over the Firwood Road site the applicant will be required to address this issue as part of the planning application process through a drainage report. There will also be sufficient SuDS located on the site to deal with surface water drainage, these will be adopted by the Lead Local Flood Authority. The developer is also required to undertake full site investigations as part of the planning application.
- c) Noted – Brief amended to reflect this and other representations. As part of the planning application process the applicant will be required to provide a supporting ecological survey highlighting the impact of the development on the natural habitat and outlining any mitigation measures required; this will be emphasised by the creation of green links and the wildlife corridor.

Ms Emily Hrycan

Organisation English Heritage

Council summary

No objections

Attachments included?

Council response

Comments noted

Mr and Mrs GJ Hurst

Organisation

Council summary

These respondents were not notified directly by the Council of the consultation.

Concerns over:

- a) Firswood Road should not be subject to construction traffic, nor should be used for access to the site
- b) Impact on substandard utilities / inadequate utility provision
- c) Ecology – there are significant different species on sit

Attachments included?

Council response

The consultation was undertaken in line with the Council's adopted SCI and went beyond the requirements of the regulations.

The highways authority has advised that Firswood Road can accommodate a modest increase in traffic. Levels of traffic on Firswood Road as a result of the site's development will be limited so as to not allow an unacceptable increase for local residents and other users of Firswood Road. A transport/traffic assessment undertaken by landowners /developers will be required to inform a planning application.

b) Noted. With regards to drainage rights over the Firswood Road site the applicant will be required to address this issue as part of the planning application process through a drainage report. There will also be sufficient SuDS located on the site to deal with surface water drainage, these will be adopted by the Lead Local Flood Authority. The developer is also required to undertake full site investigations as part of the planning application.

c) Noted – Brief amended to reflect this and other representations. As part of the planning application process the applicant will be required to provide a supporting ecological survey highlighting the impact of the development on the natural habitat and outlining any mitigation measures required; this will be emphasised by the creation of green links and the wildlife corridor.

Mrs Sandra Jones

Organisation

Council summary

Newburgh Parish Council have concerns over extra traffic passing through Newburgh as a result of development from sites including Firswood Road. These impacts need to be addressed.

Attachments included?

Council response

The development brief proposes the primary access to be taken off Neverstitch Road and the possibility of secondary accesses off Firswood Road. The highways authority has advised that Firswood Road can accommodate a modest increase in traffic. Levels of traffic on Firswood Road as a result of the site's development will be limited so as to not allow an unacceptable increase for local residents and other users of Firswood Road. A transport/traffic assessment undertaken by landowners /developers will be required to inform a planning application.

With regards to drainage rights over the Firswood Road site the applicant will be required to address this issue as part of the planning application process through a drainage report, there will also be sufficient SuDS located on the site to deal with surface water drainage, these will be adopted by the Lead Local Flood Authority.

Babette  Kenyon

Organisation

Council summary

Concerns over traffic impact, drainage and utilities, crime, impact of retail, lack of detail on house types.

Attachments included?

Council response

The development brief proposes the primary access to be taken off Neverstitch Road and the possibility of secondary accesses off Firswood Road. The highways authority has advised that Firswood Road can accommodate a modest increase in traffic. Levels of traffic on Firswood Road as a result of the site's development will be limited so as to not allow an unacceptable increase for local residents and other users of Firswood Road. A transport/traffic assessment undertaken by landowners /developers will be required to inform a planning application.

With regards to drainage rights over the Firswood Road site the applicant will be required to address this issue as part of the planning application process through a drainage report, there will also be sufficient SuDS located on the site to deal with surface water drainage, these will be adopted by the Lead Local Flood Authority.

Utilities will not be affected on the site and any current problems should be brought to the attention of your service provider.

Types of housing will not be finalised until a detailed planning application is submitted for the site. However Council policy specifies that there should be 20% elderly provision and 30% affordable provision. The Council included the potential of a small element of retail on the site. It is not in the Council's interest for any significant harm upon the Sandy Lane local centre to be brought from this development, the Council have included a small element of retail on the site in the development brief to support the new residential development. It is not a requirement that this is delivered, it is an option that is available if located in a sustainable location.

PETER  KENYON

Organisation

Council summary

Concern over the capacity of Firswood Road to cope with extra traffic generated.

Attachments included?

Council response

The development brief proposes the primary access to be taken off Neverstitch Road and the possibility of secondary accesses off Firswood Road. The highways authority has advised that Firswood Road can accommodate a modest increase in traffic. Levels of traffic on Firswood Road as a result of the site's development will be limited so as to not allow an unacceptable increase for local residents and other users of Firswood Road. A transport/traffic assessment undertaken by landowners /developers will be required to inform a planning application.

Mr Jonathan Mc Garvey

Organisation

Council summary

Should be 100 rather than 400 dwellings on the site to avoid problems such as traffic issues on Firswood Road.

Attachments included?

Council response

The land was allocated for housing in the Local Plan which was adopted by Council in October 2013, the principle of housing in this location to deliver 400 dwellings is inevitable.  
The development brief proposes the primary access to be taken off Neverstitch Road and the possibility of secondary accesses off Firswood Road. The highways authority has advised that Firswood Road can accommodate a modest increase in traffic. Levels of traffic on Firswood Road as a result of the site's development will be limited so as to not allow an unacceptable increase for local residents and other users of Firswood Road. A transport/traffic assessment undertaken by landowners /developers will be required to inform a planning application.

Mrs Jeanette McConkey

Organisation

Council summary

Will the Council Compulsorily Purchase land?

Attachments included?

Council response

It is not the Council's intention at this time to compulsorily purchase any land in order to facilitate development.

Mrs Dorothy Ann Molyneux

Organisation

Council summary

Concerns over the possibility of extra traffic on Firswood Road, and safety of proposed play area.

Attachments included?

Council response

The development brief proposes the primary access to be taken off Neverstitch Road and the possibility of secondary accesses off Firswood Road. The highways authority has advised that Firswood Road can accommodate a modest increase in traffic. Levels of traffic on Firswood Road as a result of the site's development will be limited so as to not allow an unacceptable increase for local residents and other users of Firswood Road. A transport/traffic assessment undertaken by landowners /developers will be required to inform a planning application.

With regard to the safety of the pond at Old Engine Lane, this can be remediated through fencing and buoyancy aids strategically located in the area. The Council's Leisure Service will be able to advise developers on what health and safety precautions are required.

mr gerard neil

Organisation

Council summary

Why is there no development brief for the Whalleys site?

Attachments included?

Council response

Whalleys is at an outline application stage and works had progressed on that site during the preparation of the Local plan. A development brief was prepared for this site.

With regards to affordable homes there will be an allocation of 30% which will be required to be affordable on the Firswood Road site.



Mr Gerard Neil

Organisation

Council summary

Concern over:

Impact on lifestyle, impact on wildlife, secondary access, how the new development will relate to existing septic tank arrangements, Whitemoss Landfill proposals, who buys the new properties (e.g. buy-to-let landlords).

Attachments included?

Council response

Comments noted; amendments made to Brief with respect to ecology, secondary access, utilities (including septic tanks).

The Council will not control who buys private properties but may have some influence over the assignment of affordable properties.

The land was allocated for housing in the Local Plan which was adopted by Council in October 2013, the principle of housing in this location to deliver 400 dwellings is established.

As part of the planning application process the applicant will be required to provide a supporting ecological survey highlighting the impact of the development on the natural habitat and outlining any mitigation measures required, this will be emphasised by the creation of green links and the wildlife corridor.

The development brief proposes the primary access to be taken off Neverstitch Road and the possibility of secondary accesses off Firwood Road. The highways authority has advised that Firwood Road can accommodate a modest increase in traffic. Levels of traffic on Firwood Road as a result of the site's development will be limited so as to not allow an unacceptable increase for local residents and other users of Firwood Road. A transport/traffic assessment undertaken by landowners /developers will be required to inform a planning application.

With regards to drainage rights over the Firwood Road site the applicant will be required to address this issue as part of the planning application process through a drainage report, there will also be sufficient SuDS located on the site to deal with surface water drainage, these will be adopted by the Lead Local Flood Authority.

It will be in the interest of the developers to undertake their own site history and site appraisal works which will look into the site history and that of the surrounding area in order to gather information on the White Moss site. The development at Firwood Road is expected to be delivered over the plan period which covers 2012-2027.

mr ged neil

Organisation

Council summary

Concern over:

Impact on lifestyle, impact on wildlife, secondary access, how the new development will relate to existing septic tank arrangements, Whitemoss Landfill proposals, who buys the new properties (e.g. buy-to-let landlords).

Attachments included?

Council response

Comments noted; amendments made to Brief with respect to ecology, secondary access, utilities (including septic tanks). The Council will not control who buys private properties but may have some influence over the assignment of affordable properties.

The land was allocated for housing in the Local Plan which was adopted by Council in October 2013, the principle of housing in this location to deliver 400 dwellings is established.

As part of the planning application process the applicant will be required to provide a supporting ecological survey highlighting the impact of the development on the natural habitat and outlining any mitigation measures required, this will be emphasised by the creation of green links and the wildlife corridor.

The development brief proposes the primary access to be taken off Neverstitch Road and the possibility of secondary accesses off Firswood Road. The highways authority has advised that Firswood Road can accommodate a modest increase in traffic. Levels of traffic on Firswood Road as a result of the site's development will be limited so as to not allow an unacceptable increase for local residents and other users of Firswood Road. A transport/traffic assessment undertaken by landowners /developers will be required to inform a planning application.

With regards to drainage rights over the Firswood Road site the applicant will be required to address this issue as part of the planning application process through a drainage report, there will also be sufficient SuDS located on the site to deal with surface water drainage, these will be adopted by the Lead Local Flood Authority.

It will be in the interest of the developers to undertake their own site history and site appraisal works which will look into the site history and that of the surrounding area in order to gather information on the White Moss site.

The development at Firswood Road is expected to be delivered over the plan period which covers 2012-2027.

Mrs	Rosemary	Parker
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Organisation	
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#### Council summary

Concern over proposed use of Firswood Road for secondary access and the impact of extra traffic, also utilities and impact on ecology. Support for a green buffer between existing and new development.

Attachments included?

#### Council response

As part of the planning application process the applicant will be required to provide a supporting ecological survey highlighting the impact of the development on the natural habitat and outlining any mitigation measures required, this will be emphasised by the creation of green links and the wildlife corridor.

The development brief proposes the primary access to be taken off Neverstitch Road and the possibility of secondary accesses off Firswood Road. The highways authority has advised that Firswood Road can accommodate a modest increase in traffic. Levels of traffic on Firswood Road as a result of the site's development will be limited so as to not allow an unacceptable increase for local residents and other users of Firswood Road. A transport/traffic assessment undertaken by landowners /developers will be required to inform a planning application.

With regards to drainage rights over the Firswood Road site the applicant will be required to address this issue as part of the planning application process through a drainage report, there will also be sufficient SuDS located on the site to deal with surface water drainage, these will be adopted by the Lead Local Flood Authority.

The Brief will endeavour to ensure that the development of the Firswood Road site would be in keeping with the character of the surrounding area, this could be from elements of single storey to 3 storey development in suitable areas. All design aspects will be required to meet the criteria in policy GN3 of the Local Plan and the Design SPD.

Mrs	Jacquelynn	Pass
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Organisation	
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#### Council summary

Objection to the proposed use of Old Engine Lane as primary access; request a different access point.  
Layouts of dwellings should result in gardens rather than driveways backing onto existing properties.  
Green space (pond and woodland) on site should be retained  
Any 3 storey buildings should be located away from existing properties.  
Development should be phased appropriately to minimise impact on current residents.  
Utilities supplying new development could be offered to existing properties on site.  
A full survey of wildlife should be carried out.  
Address of site should be Lathom, not Skelmersdale.

Attachments included?

#### Council response

It is agreed that the main access should not be along Old Engine Lane, but from a point further south.  
Other comments noted.  
The developer will be required to carry out a comprehensive wildlife survey.  
The site will be treated as part of Skelmersdale, although it will remain in Lathom South Parish.  
The development brief proposes the primary access to be taken off Neverstitch Road and the possibility of secondary accesses off Firwood Road. The highways authority has advised that Firwood Road can accommodate a modest increase in traffic. Levels of traffic on Firwood Road as a result of the site's development will be limited so as to not allow an unacceptable increase for local residents and other users of Firwood Road. A transport/traffic assessment undertaken by landowners /developers will be required to inform a planning application.  
The Brief will endeavour to ensure that the development of the Firwood Road site would be in keeping with the character of the surrounding area, this could be from elements of single storey to 3 storey development in suitable areas. All design aspects will be required to meet the criteria in policy GN3 of the Local Plan and the Design SPD.  
Utilities will not be affected on the site and any current problems should be brought to the attention of your service provider.  
As part of the planning application process the applicant will be required to provide a supporting ecological survey highlighting the impact of the development on the natural habitat and outlining any mitigation measures required, this will be emphasised by the creation of green links and the wildlife corridor.

Mr

Mark

Pass

Organisation

Council summary

Objection to the proposed use of Old Engine Lane as primary access; request a different access point.  
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Utilities supplying new development could be offered to existing properties on site.  
A full survey of wildlife should be carried out.  
Address of site should be Lathom, not Skelmersdale.

Attachments included?

Council response

It is agreed that the main access should not be along Old Engine Lane, but from a point further south.  
Other comments noted.  
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Utilities will not be affected on the site and any current problems should be brought to the attention of your service provider.  
As part of the planning application process the applicant will be required to provide a supporting ecological survey highlighting the impact of the development on the natural habitat and outlining any mitigation measures required, this will be emphasised by the creation of green links and the wildlife corridor.

Mr Thomas Alexander Pattern

Organisation

Council summary

1. Roadway crossing cycle track (old railway track).
  2. Childrens play area near to pensioners dwellings.
  3. Only a footpath for ¾ of the length of Firswood Road on one side.
  4. Firswood Road is not wide enough for regular traffic, at present two vehicles passing in opposite directions one has got to be in the kerb.
  5. There is a weight restriction on Firswood Road 7.5 tonnes.
  6. Exit from the estate at the foot of a railway bridge.
  7. Exit from the estate at Old Engine Lane and Slate Lane is a blind spot in both directions.
  8. Access in to Neverstitch Road is coming out on a bend on a major road
- (Full text of representation.)

Attachments included?

Council response

The development brief proposes the primary access to be taken off Neverstitch Road and the possibility of secondary accesses off Firswood Road. Any accesses must conform to relevant highway standards. A transport/traffic assessment undertaken by landowners /developers will be required to inform a planning application.

Mrs Kathleen Pennington

Organisation

Council summary

- Concern over proposed main and secondary accesses.  
Careful consideration needs to be given to existing wildlife and habitat on site.  
3 storey dwellings should not be adjacent to current dwellings.  
Houses should be of varying styles and eco-friendly.

Attachments included?

Council response

The development brief proposes the primary access to be taken off Neverstitch Road and the possibility of secondary accesses off Firswood Road. The highways authority has advised that Firswood Road can accommodate a modest increase in traffic. Levels of traffic on Firswood Road as a result of the site's development will be limited so as to not allow an unacceptable increase for local residents and other users of Firswood Road. A transport/traffic assessment undertaken by landowners /developers will be required to inform a planning application.

The Brief will endeavour to ensure that the development of the Firswood Road site would be in keeping with the character of the surrounding area, this could be from elements of single storey to 3 storey development in suitable areas. All design aspects will be required to meet the criteria in policy GN3 of the Local Plan and the Design SPD. As part of the planning application process the applicant will be required to provide a supporting ecological survey highlighting the impact of the development on the natural habitat and outlining any mitigation measures required; this will be emphasised by the creation of green links and the wildlife corridor.

Mr Kenneth Radford

Organisation

Council summary

Firwood Road cannot take increased traffic. A landscape buffer should be provided.

Attachments included?

Council response

The development brief proposes the primary access to be taken off Neverstitch Road and the possibility of secondary accesses off Firwood Road. The highways authority has advised that Firwood Road can accommodate a modest increase in traffic. Levels of traffic on Firwood Road as a result of the site's development will be limited so as to not allow an unacceptable increase for local residents and other users of Firwood Road. A transport/traffic assessment undertaken by landowners /developers will be required to inform a planning application.

Mt Iain Stanmore

Organisation

Council summary

Comments relate to Slate Lane – lack of solid foundations; should be a buffer between these properties and the rest of the site, cess pit drainage over adjacent land needs to be taken into account. Concern over potential increased traffic on Firwood Road and impact on wildlife.

Attachments included?

Council response

The development brief proposes the primary access to be taken off Neverstitch Road and the possibility of secondary accesses off Firwood Road. A transport/traffic assessment undertaken by landowners /developers will be required to inform a planning application.

As part of the planning application process the applicant will be required to provide a supporting ecological survey highlighting the impact of the development on the natural habitat and outlining any mitigation measures required, this will be emphasised by the creation of green links and the wildlife corridor.

With regards to drainage rights over the Firwood Road site the applicant will be required to address this issue as part of the planning application process through a drainage report, there will also be sufficient SuDS located on the site to deal with surface water drainage, these will be adopted by the Lead Local Flood Authority.

The creation of the Linear Park is not constrained to the location identified on the land use plan. The Linear Park is a multifunctional greenspace that is required to connect Skelmersdale with Burscough an element of this will be required to be delivered on the Firwood Road site.

Ms	Emma	Steele
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Organisation	
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Council summary
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Concerns over: Primary access using Old Engine Lane; Building on land susceptible to flooding and mining-related issues; Impact on wildlife.
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Attachments included?

Council response
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<p>The development brief proposes the primary access to be taken off Neverstitch Road and the possibility of secondary accesses off Firswood Road. The highways authority has advised that Firswood Road can accommodate a modest increase in traffic. Levels of traffic on Firswood Road as a result of the site's development will be limited so as to not allow an unacceptable increase for local residents and other users of Firswood Road. A transport/traffic assessment undertaken by landowners /developers will be required to inform a planning application.</p> <p>As part of the planning application process the applicant will be required to provide a supporting ecological survey highlighting the impact of the development on the natural habitat and outlining any mitigation measures required. This will be emphasised by the creation of green links and the wildlife corridor.</p> <p>With regards to drainage rights over the Firswood Road site the applicant will be required to address this issue as part of the planning application process through a drainage report, there will also be sufficient SuDS located on the site to deal with surface water drainage, these will be adopted by the Lead Local Flood Authority. The developer is also required to undertake full site investigations as part of the planning application.</p>
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Mr Darren Steele

Organisation

Council summary

Concerns over:

Primary access using Old Engine Lane;  
Building on land susceptible to flooding and mining-related issues;  
Impact on wildlife.

Attachments included?

Council response

The development brief proposes the primary access to be taken off Neverstitch Road and the possibility of secondary accesses off Firswood Road. The highways authority has advised that Firswood Road can accommodate a modest increase in traffic. Levels of traffic on Firswood Road as a result of the site's development will be limited so as to not allow an unacceptable increase for local residents and other users of Firswood Road. A transport/traffic assessment undertaken by landowners /developers will be required to inform a planning application.

With regards to drainage rights over the Firswood Road site the applicant will be required to address this issue as part of the planning application process through a drainage report, there will also be sufficient SuDS located on the site to deal with surface water drainage. These will be adopted by the Lead Local Flood Authority. The developer is also required to undertake full site investigations as part of the planning application.

The Brief will endeavour to ensure that the development of the Firswood Road site would be in keeping with the character of the surrounding area, this could be from elements of single storey to 3 storey development in suitable areas. All design aspects will be required to meet the criteria in policy GN3 of the Local Plan and the Design SPD. As far as West Lancashire Borough Council is aware, there are no archaeological constraints which would preclude the development at Firswood Road. However, applicants will be required to consult with Lancashire County Council's Scheduled Monuments Register regarding any designations on the development site. Located on the site is a historic Powder hut, a 19th century explosives store for the Lathom Colliery. The developer will be required to undertake a significance or heritage report for the Powder Hut and will ultimately be encouraged to retain this nominated locally listed feature in order for the historic role of the site to be reflected in the new development.

Mr Andrew Taylor

Organisation

Council summary

Brief needs to be amended with respect to:  
Access, in particular from Firswood Road  
Ground conditions – mining legacy and flooding  
Linear Park – how do access and wildlife relate; the Linear Park will be severed by a road  
Wildlife – “low species diversity” comment is unsubstantiated

Attachments included?

Council response

The development brief proposes the primary access to be taken off Neverstitch Road and the possibility of secondary accesses off Firswood Road. The highways authority has advised that Firswood Road can accommodate a modest increase in traffic. Levels of traffic on Firswood Road as a result of the site's development will be limited so as to not allow an unacceptable increase for local residents and other users of Firswood Road. A transport/traffic assessment undertaken by landowners /developers will be required to inform a planning application.

The developer is also required to undertake full site investigations as part of the planning application, the location of the mines are not evident within the draft document as they are not precise and will only be come apparent during further investigations undertaken by the landowner/developer.

With regards to drainage rights over the Firswood Road site the applicant will be required to address this issue as part of the planning application process through a drainage report, there will also be sufficient SuDS located on the site to deal with surface water drainage, these will be adopted by the Lead Local Flood Authority.

The creation of the linear park is not contrained to the location identified on the land use plan. The linear park is a multifunctional greenspace that is required to connect Skelmersdale with Burscough an element of this will be required to be delivered on the Firswood Road site.

As part of the planning application process the applicant will be required to provide a supporting ecological survey highlighting the impact of the development on the natural habitat and outlining any mitigation measures required; this will be emphasised by the creation of green links and the wildlife corridor.

Ms

Lindsay

Turner

Organisation

Council summary

1. Representations made on behalf of Barratt Homes and Rowland Homes.
2. Supportive of Brief, but its requirements need to be flexible.
3. Commenting upon housing / transport / sustainability requirements and the land use plan.
4. Affordable housing target is given at 35% and 30%. Either way, it needs to be flexible.
5. Affordable and elderly housing requirements combined could threaten viability.
6. Questionable whether this site is an appropriate location for elderly housing provision.
7. If the elderly housing were to be bungalows, it may be difficult to achieve 400 units on site.
8. Site accesses should not be specified in the Brief until site investigation works have been carried out.
9. A pragmatic approach is needed for providing sustainability requirements.
10. The Land Use Plan should be less prescriptive, maybe use a parameters plan to allow for flexibility and avoid undue constraints.
11. Not all the existing properties appear to have been identified on the Plan.
12. To conclude, the Brief may be over-ambitious. It needs to be flexible to ensure the site is deliverable.

Attachments included?

Council response

- 1-3. Noted.
4. Noted. There is an error and it will be changed accordingly to 30%, as the brief suggests there can be some cross over of elderly/ affordable housing provision.
5. As stated in the brief - The housing aspect of the development will need to include a good mix of housing types to meet all local needs, including 30% affordable and up to 20% to meet the needs of older persons. Cross over between these two types of provision may be acceptable subject to the needs at the time of development i.e. some of the affordable housing element may also count toward meeting the provision for the elderly the precise percentages being determined taking viability into account. These requirements are in accordance with policies RS1 and RS2 of the Local Plan.
6. The allocation of a small retail/community facility is not a definitive requirement of the delivery of Firwood Road, however, it was incorporated into the brief if the developer wishes to provide such a facility. The Council do not wish to cause any impact to the retail offer at Sandy Lane local centre.
7. Noted.
8. The Land Use plan is for illustrative purposes only as stated in the brief to show how the items could possibly be delivered on the site. The primary access for the site, however, will be delivered from Neverstitch Road with the possibility of secondary access off Firwood Road in order to assist in the delivery of the site. This would need to be justified at the planning application stage by a full transport/traffic assessment
9. Sustainability requirements for the site are set in accordance with the adopted policy GN3 of the Local Plan and building regulations.
- 10-12. Noted.

Mr and Mrs William Westby

Organisation

Council summary

Concern over impact of the development on Blaguegate Lane properties as a result of increased traffic and loss of privacy and peace at the back of properties, and traffic impacts on Firwood Road and elsewhere.

Attachments included?

Council response

The Brief will endeavour to ensure that the development of the Firwood Road site would be in keeping with the character of the surrounding area, this could be from elements of single storey to 3 storey development in suitable areas. All design aspects will be required to meet the criteria in policy GN3 of the Local Plan and the Design SPD. As part of the planning application process the applicant will be required to provide a supporting ecological survey highlighting the impact of the development on the natural habitat and outlining any mitigation measures required, this will be emphasised by the creation of green links and the wildlife corridor.

The development brief proposes the primary access to be taken off Neverstitch Road and the possibility of secondary accesses off Firwood Road. The highways authority has advised that Firwood Road can accommodate a modest increase in traffic. Levels of traffic on Firwood Road as a result of the site's development will be limited so as to not allow an unacceptable increase for local residents and other users of Firwood Road. A transport/traffic assessment undertaken by landowners /developers will be required to inform a planning application.

Mrs Alison Whitehead

Organisation

Council summary

Concern over impact of increased traffic on Firwood Road and how "temporary" this would be. There is a lack of open space shown between the west of the site and the neighbouring Green Belt. A buffer is needed.

Attachments included?

Council response

Consultation is undertaken in accordance with the adopted Statement of Community Involvement. All responses are read and responded to during this process. The development brief proposes the primary access to be taken off Neverstitch Road and the possibility of secondary accesses off Firwood Road. The highways authority has advised that Firwood Road can accommodate a modest increase in traffic. Levels of traffic on Firwood Road as a result of the site's development will be limited so as to not allow an unacceptable increase for local residents and other users of Firwood Road. A transport/traffic assessment undertaken by landowners /developers will be required to inform a planning application.

The site once developed will be required to deliver a section of the linear park which is a multifunctional greenspace. The developer will also be required to deliver the specified amount of public open space as set out in the latest adopted Open Space SPD.